

CONSTRUCTION VALUE ENGINEERING CONCEPT PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Date 04/21/2011

Contract ID 100514-501

Job No. J5P0347G

County Camden

Route 54

Original Bid Cost \$16,758,269.92

Contractor Emery Sapp & Sons

By Matthew Oesch

Designed By Matthew Oesch

Phone (573) 489-9216

VECP 11-23

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

The following Value Engineering/Practical Design Proposal regards changing the base and paving surface on Route KK from Sta 130+17.95 to Sta 133+72.92 from 4" Type 1 Base Rock and 11" Asphaltic Pavement to 12" Rock Base and 8.5" Bituminous Pavement. These changes will keep this section of Rte KK's base and pavement consistent with the sections, produce cost savings for MODOT, and provide a more stable subgrade in an area where the soil instability is prominent.

2. Estimate of reduction in construction costs.

\$16,173.73

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

None

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

04/22/2011

(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

05/06/2011

(date)

Allow time to adjust grading prior to Route KK staging.

(effect)

6. Dates of any previous or concurrent submission of the same proposal.

N/A

(date and/or dates)

Additional Comments:

A spreadsheet detailing cost savings is included.

**** Portion Below This Line To Be Filled Out by MoDOT ****

Comments:

I recommend approval of this V.E. Concept with 25% savings going to the contractor and 75% savings to MoDOT provided that the typical section on new Route KK from station 130+17.95 to 133+96.00 is replaced with a typical section equivalent in base and pavement layer thicknesses and types as the same alignment from station 147+00 to 161+00. This matches the thicknesses as proposed by the contractor in this V.E. The ADT between the two sections is similar and the Rock Base provides a better foundation for the pavement.

Joshua D. Kincaid Asst. R.E.
Submitted By Resident Engineer

04/25/2011
Date

Comments:

Agree with the comments above. This is a good idea and valid concept to pursue. The proposed pavement typical is both cost effective and adequate in terms of performance.

☒ Approval
Recommended

☐ Rejection
Recommended

Robert Schwandt
District Engineer

4/27/11
Date

Comments:

Concur with the comments above.

☒ Approval

☐ Rejection

David D. Coates

State Operations Engineer

Digitally signed by Travis Koestner
DN: cn=Travis Koestner, o=Missouri Department of
Transportation, ou=Assistant State Construction and Materials
Engineer, email=travis.koestner@mo.gov, c=US
Date: 2011.04.27 16:06:15+05'00'

Date

Distribution: Resident Engineer, District Operations Engineer, State Operations Engineer
*Value Engineering Administrator - *MoDOT, P.O. Box 270, Jefferson City, MO 65102



Fw: Practical Design for Rte KK Tie-in
Joshua D Kincaid to: Patricia L Lemongelli
Cc: Richard G Prosser, Rick L Simmons

04/25/2011 04:46 PM

Please see the attached V.E. Proposal from Emery SAPP & Sons on the J5P0347G Project.



SAPP VE Proposal KK Base.pdf

Josh Kincaid
Missouri Department of Transportation
Assistant Resident Engineer
D5 Camdenton Project Office
Phone: 573-346-3053
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Cell: 573-480-4446

— Forwarded by Joshua D Kincaid/D5/MODOT on 04/25/2011 04:43 PM —

From: Matt Oesch <Matt.Oesch@emerysapp.com>
To: "Joshua.Kincaid@Modot.mo.gov" <Joshua.Kincaid@Modot.mo.gov>
Cc: Chip Jones <Chip.Jones@emerysapp.com>, "Richard.Prosser@modot.mo.gov" <Richard.Prosser@modot.mo.gov>
Date: 04/22/2011 03:10 PM
Subject: Practical Design for Rte KK Tie-in

Josh,

As we discussed earlier here is the practical design proposal for changing the base and pavement surface on Rte KK from 4" Base Rock and 11" Asphalt to 12" Rock Base and 8.5" Bitm Pvmnt. The change in pavement and base material will result in a \$16,173.73 savings, with \$12,130.30 going to MODOT and \$4,043.43 going to ESS. If you need any additional information please let me know.

Thanks,

Matthew Oesch
Project Manager



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Rte KK Practical Design for Tie-in.xlsx VE #2 Route KK Pvmnt Alteration at Tie-in.pdf

Value Engineering / Practical Design Proposal #2

Base & Paving Adjustments for Rte KK

Original Design

Line Item	Description	Quantity	Unit	Unit Price	Total
0180	4" Type 1 Aggregate Base	1015.3	SY	\$6.15	\$6,244.10
0230	11" Asphaltic Concrete Pavment	1015.3	SY	\$40.00	\$40,612.00
Total Contract Cost =					\$46,856.10

Practical Design Proposal

Line Item	Description	Quantity	Unit	Unit Price	Total
0170	12" Rock Base	1015.3	SY	\$1.40	\$1,421.42
1700	8.5" Bituminous Pavement	1015.3	SY	\$28.82	\$29,260.95
Total Contract Cost =					\$30,682.37

Total Savings from Proposal = \$16,173.73

MODOT Savings = \$12,130.30

ESS Savings = \$4,043.43